

Cindy Baker Circo has been a small business owner for more than two decades; she has also been the neighborhood President of the Country Valley Homes Association, an eastern Kansas City suburb, and is a former Public Improvements Advisory Council member for the 5th District. As 5th District Councilwoman, Circo plans to continue to focus on addressing the basic needs of the community, including infrastructure issues that face so many of our neighborhoods. Circo is a lifelong resident of the Kansas City area and an active member of St. Mark's Church.

Cathy Jolly has served the 45th District in the Missouri House of Representatives since 2000, also ending her service in 2006 to run for City Council. While in our State's Capital, Jolly sponsored several pieces of legislation related to reducing crime and protecting our community through harsher sentences for criminal action. Prior to her State election, Jolly served as an Assistant Prosecutor in Jackson County, where she was instrumental as the coordinator of the Drug Abatement Response Team. Jolly is also an active member of the Women's Political Caucus and a recipient of their highest award, the "Torch Award." A resident of South Kansas City, Jolly earned a Bachelor of Science in Political Science from the University of Missouri-Columbia and a Juris Doctorate from the University of Missouri-Kansas City.

Madam Speaker, please join me today in recognizing this historical moment, the first majority women City Council in Kansas City, Missouri's history. Their past experiences and impeccable records are certainly indications of all the good that is to come. With this recognition, we join the citizens of Kansas City in paying tribute to these extraordinary women. On this historic occasion, I wish my best to our incoming Mayor, Mark Funkhouser, and all of the members of the Kansas City Council. I urge my colleagues of the 110th Congress to join me in congratulating the first majority women City Council since the establishment of Kansas City's modern government in 1925 as they set an example and precedent we can all be proud of and strive to replicate across our Nation.

#### INTRODUCTION OF THE FEDERAL RAILROAD SAFETY IMPROVEMENT ACT OF 2007

#### HON. CORRINE BROWN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 1, 2007*

Ms. CORRINE BROWN of Florida. Madam Speaker, I want to thank Chairman OBERSTAR for joining me in introducing the Federal Railroad Safety Improvement Act of 2007. This legislation is long overdue and will authorize safety programs in both passenger and freight rail that will protect passengers, workers, and the communities that our passenger and freight rails serve. It will also improve the safety of our rail infrastructure which will allow for the exceptional growth expected in both passenger and freight rail.

This legislation will make major improvements in railroad safety by requiring the Department of Transportation to develop a long-term strategy for improving rail safety, authorizing funds for the purchase of track geometry

vehicles and for the development of an underground and tunnel safety facility.

The legislation strengthens hours-of-service by mandating consecutive hours of rest, eliminates limbo time, and requires fatigue management plans. It also strengthens whistleblower protections and imposes penalties for safety, hours-of-service, and accident reporting violations.

The legislation also mandates the implementation of Positive Train Controls, improves warning systems in non-signalized territory, establishes minimum training standards, and recommends ways to mitigate health hazards.

Congress last passed legislation to reauthorize the Federal Railroad Administration (FRA) in 1994. That authorization expired in 1998. Since that time, the railroad industry has changed dramatically. Economic growth and an increase in international trade have led to record traffic levels. At the same time, Amtrak and the commuter railroads—which often operate on freight rail lines—are moving more passengers, which means that there is a lot of pressure on our rail system. This has a significant impact on worker and public safety.

According to the FRA, train accidents have increased by 33 percent since 1994. Fatalities and injuries have also increased—from 12 fatalities and 262 injuries in 1994 to 33 fatalities and 734 injuries in 2005. Injuries hit an all-time high of 1,884 in 2002 due to the train accident in Minot, ND.

According to the FRA, human factors are responsible for nearly 40 percent of all train accidents, and a new study confirms that fatigue plays a role in approximately one out of four of those accidents.

Researchers analyzed the 30-day work schedules of locomotive crews preceding 1,400 train accidents and not surprisingly found a strong correlation between the crew's level of alertness and the likelihood that they would be involved in an accident. NTSB investigators have reached similar conclusions.

The hours of service law, which was originally enacted in 1907 and substantially amended in 1969, is outdated. It deals only with acute fatigue, not cumulative fatigue. Since the rail industry is markedly different today compared to 40 or 100 years ago, there are some significant shortcomings in the law.

For example, the law does not properly address "limbo time," which is the time when a crew's working assignment is finished and they are waiting for transportation back to their homes. During limbo time, crewmembers are required to stay awake, alert, and able to respond to any situation, which means that crews can be on the job for as long as 15 or 20 hours at a time. Although the NTSB has repeatedly asked the FRA to make improvements to hours-of-service and address fatigue, the FRA seemingly does not have the regulatory authority to do so.

The Railroads, Pipelines, and Hazardous Materials Subcommittee has held numerous hearings on railroad safety, fatigue, and human factor accidents and has heard testimony from all the stakeholders and policy makers in the passenger and freight rail industry. I believe this legislation will help reduce accidents, improve rail safety, and improve the work environment for employees which will allow the passenger and freight rail industry to safely handle the future growth projected for both modes of transportation.

I encourage all of my colleagues to support this legislation and I urge its swift passage so

that we can begin to implement these important safety measures immediately.

IN RECOGNITION OF DANA J. KELLY FOR OVER FORTY YEARS OF DISTINGUISHED SERVICE TO LOCAL 537, PIPEFITTERS ASSOCIATION OF BOSTON, MASSACHUSETTS

#### HON. STEPHEN F. LYNCH

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 1, 2007*

Mr. LYNCH. Madam Speaker, I rise today in honor of my longtime friend and fellow brother of the Building Trades, Dana J. Kelly. Dana is a remarkable labor leader with a long and illustrious career in Local 537 Pipefitters Association of Boston. Throughout his tenure, Dan has dedicated his efforts to improving the lives of working men and women throughout Massachusetts.

Madam Speaker, Dana joined Local 537 in March of 1965 while attending Charlestown High School in Boston, Massachusetts. Dana's attention to detail and craftsmanship led him to become a welding instructor for Local 537. As a result of his dedication to this craft, Dana attended and graduated from the United Association's 5 year Instructor Training Program at Purdue University.

After 18 years of dedicated work and leadership, Dana was elected in both 1983 and 1985 to serve on the Executive Board to Local 537. In 1985 he was appointed Organizer of Local 537, a position he held for the next 13 years. Due to his unique leadership abilities, Dana as designated Chairman of the New England Pipe Trades Action Committee which coordinated organizing efforts throughout New England. In 1998, Dana was elected Assistant Business Manager of Local 537 and held this position for 2 terms. In 2004, he was elected Business Manager and Financial Secretary Treasurer.

Despite his various accomplishments, as his friend, I can honestly say that the title that Dana s always been most proud of and which he cherishes most, is that of husband and father. Dana has had the tremendous good fortune and distinct honor to be married to his wife Linda. Together, Linda and Dana have three wonderful children and four beautiful grandchildren.

Speaker, it is my distinct honor to join Dana's family, friends and brothers and sisters of labor to thank him for over 40 years of remarkable service to the American Labor Movement. I hope my colleagues will join me in celebrating Dana's distinguished career and wishing him good health and success in all his future endeavors.

TENTH ANNIVERSARY OF THE INSTITUTE OF ENVIRONMENTAL AND HUMAN HEALTH

#### HON. RANDY NEUGEBAUER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 1, 2007*

Mr. NEUGEBAUER. Madam Speaker, I congratulate The Institute of Environmental and